

Causeway: Collapse could speed along rehabilitation

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can sometimes be slow in coming.

What seemed a catastrophe, did, in reality, allow the port to put its plan into play earlier and prompted quick action from the Department of State Lands and the U.S. Army Corps of Engineers in the permit approval process.

“Once it fell in the water, we went into (action) mode to ensure we had the right permits. We had a plan,” Mc-

Grath told port commissioners Tuesday afternoon. “We made sure the electrical connection that was severed was restored.”

Less than a week after the collapse, Bergerson Construction had begun removing sections of the causeway from the water.

“We fell into that plan we had developed,” McGrath said. “We removed it from



McGrath

the water instead of removing it from the collapsing posts.”

The port was able to use a new underwater topography tool it had purchased recently to survey the debris field and ensure there were no hazards to the environment or navigation.

And all the work was completed by Wednesday night.

“Obviously, we don’t want our resources falling in the



A 250-foot section of the East Mooring Basin Causeway collapsed.

water,” McGrath said, but the timing could have been so

much worse.

“It’s sort of funny to think about that we had people out there the day before and God delayed the collapse for 36 hours,” Commissioner Scott McClaine said. “I think that’s just joyful.”

And now, resolution of problems that have long affected the fishing fleet, commercial customers and seafood processors – problems that have limited what the port could offer new customers -- will come sooner rather than later.

“The hope here is that something positive can come out of it,” Executive Director Will Isom said. State funding to rehabilitate the causeway is now on the “fast track,” he said, and “Sen. (Betsy) Johnson has vowed to be a vocal supporter of that application.”

A grant proposal is being submitted to the state of Oregon to supply a portion of the estimated \$1.8 million project costs.

Retroactively, commissioners unanimously approved the \$132,589 estimated cost of the collapse cleanup.

They also approved a \$419,930 contract with Bergerson Construction, the lowest of five bidders, to replace piles with steel and concrete at the East Mooring Basin Causeway and at Pier 2, which is home to several seafood processing facilities.

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